

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Czechoslovakia

REPORT

SUBJECT Harbor Area of the Elbe-Oder Navigation Enterprise in Prague-Holesovice

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

[redacted] report dealing with harbor area of the Elbe
(Labe) Oder Navigation firm located in Prague - Holesovice district.

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ARMY review completed.

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Excl. A 6

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25 October 1957

THE LABE-ODER RIVERS NAVIGATION FIRM

IN PRAGUE/HOLESOVICE

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Summary : This report contains a limited description of the harbor area of the Labe-Oder Rivers Navigation Firm, a national enterprise located in the PRAGUE/Holesovice district, on the Vltava River. Mention is also made of a shipyard located in the vicinity of the harbor, where river clearing dredges for export to USSR allegedly were manufactured. Fragmentary information on a highway bridge in the same area is also included.

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-2-

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THE LABE-ODER RIVERS NAVIGATION FIRM
IN PRAGUE/HOLESOVICE

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the PRAGUE/Holesovice harbor was utilized only by the Labe-Oder Rivers Navigation Firm, a national enterprise. This organization used steam tugboats (models unknown) which were about 10 m long and 4 m wide. Each such tugboat usually towed one or two (but never more than two) barges (models unknown) which were about 25 m long and 6 m wide. The tonnage of imported goods, frequency of imports, or number of shipments handled at this harbor were unknown [redacted]

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[redacted] the entire harbor staff was comprised of about 100 people. Figure included clerks, warehousemen, and stevedores.

Apparently only limited quantities of imported material, mostly consisting of food, coal, and logs were received at this harbor. [redacted] the much larger and better equipped harbor located on the Labe River in DECIN (N50-47, E14-13)(UTM VS-4526) handled most of the Czechoslovak continental imports and exports shipped by water transportation.

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[redacted] Czechoslovakia had three large diesel freight boats (capacity unknown) which were harbored in STETTIN, Poland. Most of the overseas imports were transported by these boats to STETTIN, from where they were delivered to Czechoslovakia by rail; exports were taken to STETTIN by rail and transferred to freight boats for shipment to their destination.

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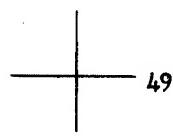
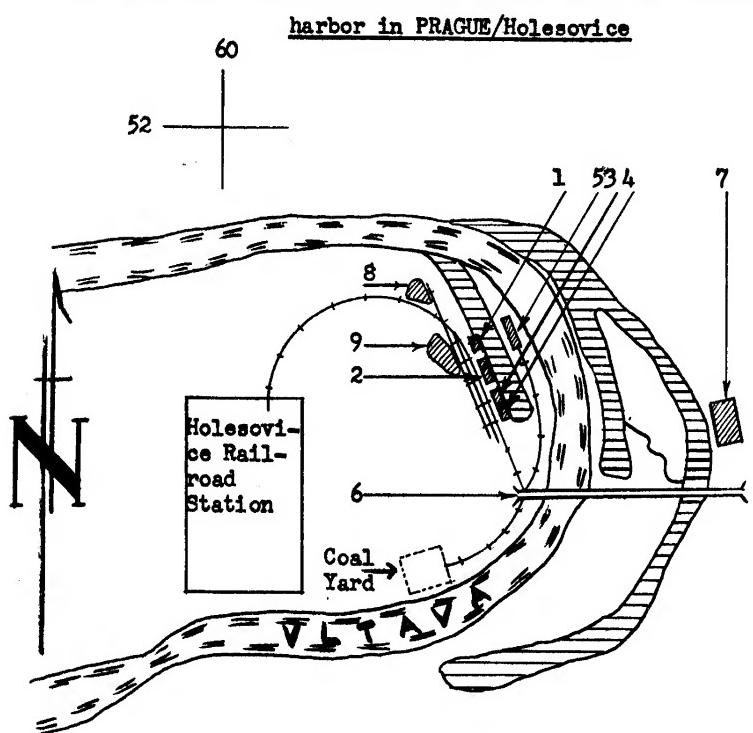
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-3-

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Annex A

The Labe-Oder Rivers Navigation Firm (a National Enterprise)



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62

Map Ref: PRAHA, Czechoslovakia

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Scale : 1:25.000



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-4-

25X1

Legend to Annex A

1. A wooden warehouse about 50 x 50 x 4 m in size, where raw dried foods such as peas, beans, and lentils were stored in sacks.
2. A dark green stucco warehouse about 100 x 30 x 6 m size. Several offices of the harbor administration were located in the south wing. The type of material stored in the warehouse was unknown.
3. This warehouse was the same size as the warehouse (item 2) above. The type of material stored there was unknown.
4. A red brick building about 20 x 15 x 6 m in size where a large weighing platform capable of weighing a loaded truck or similar vehicle, was located. This building also contained a guard room for the Industrial Guards (ZS-Zavodni Straz) who guarded the harbor area.

In front of the warehouses described above, long concrete ramps were installed to facilitate loading and unloading. About three railroad spur tracks were also in the immediate vicinity of the warehouse, as indicated.

A self-propelled crane (model unknown) about 15 m high, mounted on special tracks, was installed in the vicinity of warehouses, and another crane (model unknown) about 10 m high was also available. This latter crane used regular railroad tracks for its movement from one location to another.

5. A green stucco warehouse about 100 x 30 x 7 m in size. The type of material stored there was unknown. Logs which had been shipped in by boats, were stacked in the vicinity of this warehouse.

6. A concrete slab highway bridge about 800 m long and 15 m wide. In the center of the bridge road surface there was a two-track trolley line, and on each side of the trolley line there was a motor vehicle lane wide enough for one vehicle to travel in one direction, and on both sides of the bridge there were sidewalks about 1 m wide. Clearance under the bridge was about 12 m. The bridge was supported by about three pillars, details of which were unknown

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7. Shipyard. According to observation, river clearing dredges were manufactured there. Usually four such dredges were under construction in the vicinity of the shipyard shop. These dredges were about 10 m long and 6 m wide.

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8. The District Cleaning Station for Seeds building. This was a 4-story dark grey stucco building approximately 60 x 25 m in size.
9. Flour mill. A 4-story, red brick building approximately 100 x 50 m in size. (Included only as a point of orientation and an item of possible interest.)

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